

TREASURER SMITH LEAVES BIG BALANCE

Goes Out of Office in Scott County With Cash on Hand of \$15,613.76.

ANXIOUS FOR BETTER ROADS

Mass-Meeting of Citizens to Be Held Next Saturday to Discuss the Question.

[Special to The Times-Dispatch.]

GATE CITY, VA., January 11.—John E. Smith, the retiring treasurer of Scott county, has completed his settlements with the different boards and turned over to his successor, W. W. Itamey, county and district funds to the amount of \$15,613.76. When Mr. Smith took charge of the office eight and a half years ago county paper was at a discount of from 25 to 40 per cent. He soon had the county on a cash basis, and at the same time caused the county assessment to be reduced from 70 to 40 cents on the hundred dollars. Mr. Smith is a Democrat, and is succeeded by a Republican. Treasurer Itamey is a good business man, and it is believed the county finances will continue to be managed in a safe manner. It is hoped the claim scalper will never come back into use.

The new Board of Supervisors organized this week, electing W. D. Gardner as chairman. He is the only old member on the board, having served several terms. There is only one Democrat on the present board.

A mass-meeting of the citizens of Scott county has been called for January 18th to discuss the question of road improvement. This is the most important question that confronts the people of this county at this time, the schools being in a prosperous condition.

The talk of "Cyclone Jim" Marshall for Congress is favorably received by the Democrats of this county. The very mention of his name creates a buzz and that "wart that he would like to use for a collar button" brings up visions of victory and sends a triumphant thrill down the sturdy column of the Ninth District Democracy.

BEGINS MAKING FURNITURE

Large Enterprise Begins Operations in Christiansburg.

CHRISTIANSBURG, VA., January 11.—The large furniture factory recently built by the Averill-Mitchell Company here, has begun operations. The force is about fifty, but will soon be increased to 125 men.

The cost of the manufacturing shop is \$40,000, the dimensions being 175 by 100. It is three stories in height, the storeroom is 90 by 120, the store for general supplies, in connection with the factory, has a building two stories in height. The officers are J. S. Averill, president; G. W. Mitchell, vice president; J. B. Averill, secretary and treasurer. These gentlemen are also on the board of directors, with M. H. Tompkins, G. W. Surface and Walter Hickok.

To Have Large Ice Plant.

HIGH POINT, N. C., January 11.—Mr. Vreeland, of New York, is in the city, and has perfected arrangements to locate a large ice plant and storage business here, and work on the building will commence at a nearly date. Mr. Vreeland has sufficient capital, and sees bright prospects for such a business here.

MANY NEW ENTERPRISES

Partial List of Those Launched During the Past Week.

CHATTANOOGA, TENN., January 11.—The more important new industries established in the Southern States during the week ending to-day are specified in the following list compiled from reports made to the Tradesman.

Those capitalized at \$1,000,000 or more are a land and lumber company in Louisiana, and a building company in Virginia. Others with heavy capitalization include a \$200,000 quarrying company in Arkansas; a \$100,000 coal mining company in Kentucky; a \$125,000 building company in Missouri; a \$100,000 furniture factory in North Carolina; a \$500,000 manufacturing company in Oklahoma; a \$500,000 cotton mill in Texas; a \$100,000 chemical company in Virginia. The Tradesman's list for the week is as follows: Alabama—Birmingham, \$5,000 land company; Montgomery, \$5,000 roofing company; Mobile, \$20,000 sand and gravel company.

Georgia—Savannah, \$50,000 automobile company; Waycross, \$15,000 land company; \$50,000 light and heating

company, \$50,000 coal company, \$50,000 sand company, \$100,000 coal mining company.

Louisiana—Crowley, cotton gin; Jennings, \$25,000 oil company; New Orleans, \$1,000,000 land and lumber company.

North Carolina—Charlotte, \$100,000 plumbing company, \$4,500 cotton gin; Greensboro, \$100,000 furniture factory; Wilson, \$25,000 hardware company; Tison, \$3,000 telephone system; Selma, \$50,000 lumber company.

South Carolina—Bennettsville, \$10,000 building and loan company; Belton, ice factory.

Tennessee—Memphis, \$10,000 builders' supply company, \$5,000 ice cream manufacturing company, \$25,000 lumber company; Shelbyville, bobbin and twine company; Chattanooga, \$10,000 warehousing company; Millington, \$5,000 supply company; Huntingdon, bottling works.

Texas—Beaumont, marble works; Fort Worth, \$500,000 cotton mill; Dallas, refrigerating plant; San Antonio, \$10,000 oil and pipe line company; Wichita Falls, \$20,000 laundry; Roma, refrigerating plant; Chandler, \$10,000 boxes and canning factory; Sabinal, \$20,000 lumber company.

Virginia—Alexandria, \$1,000,000 building company; \$100,000 chemical company; Richmond, \$10,000 equipment company.

West Virginia—Glen Jean, \$20,000 land company; Wheeling, \$50,000 oil company; Elkins, \$10,000 development company; Spencer, \$5,000 oil and gas company.

NEW BANK AT HIGH POINT.

One Soon to Open There With Bright Prospects and \$75,000 Capital.

HIGH POINT, N. C., January 11.—Another State bank is to be located here, with a capitalization of \$75,000. The promoters are Messrs. DeKalb McDaniel and G. F. McDaniel, of Kings Mountain. The bank will be opened for business on or about the 15th day of March. DeKalb McDaniel was in the city this week, and made final arrangement for the establishing of the bank here. The people of High Point welcome this bank among them, feeling that it will be a good thing for the city, as all banks help.

WYTHEVILLE TO HAVE NATIONAL BANK.

WYTHEVILLE, January 11.—The stockholders of the Bank of Wytheville have just voted to convert the bank into what will be known as the First National Bank of Wytheville. The bank has at present a capital stock of \$50,000 and a surplus of \$65,000.

THE MODERNIZING OF OLD ARABIA

(Continued from First Page.)

themselves, and in any event it will be more or less under British control, and be a feeder for the Egyptian railway system.

Another railroad project is to run a line from Aden into Yemen. The latter province is one of the richest of Arabia. It has a good rainfall and is noted for its coffee and grain and fruits of various kinds. The idea is to run the line from Aden almost directly northward to Sana, one of the chief cities of Yemen and an important commercial center. The road will make that town the capital of western and southern Arabia.

A third and still more ambitious project is to build a railroad across the northern part of the peninsula, making thereby a short cut to India and Persia and to the rich valley of the Euphrates, at the head of the Persian gulf. The present plan is to start the road at Port Said and go eastward across the peninsula to Basra, on the Euphrates. The most of the way will be right through the desert, and the distance altogether about 1,000 miles. I understand that the route is a feasible one, and the probability is that the efforts the Germans are now making to reach the Persian gulf may cause the British to wake up and adopt it.

The Arabian Peninsula.

As to Arabia itself, I doubt whether it will ever furnish a large traffic for railroads. There are certain provinces, such as Yemen, Oman and the Valley of Mesopotamia, which are fairly well populated, but the whole peninsula is altogether not more than 5,000,000, and these are scattered over a territory one-third as large as the whole United States. There are not a score of towns of any size in all Arabia, and you can count the cities on your fingers. Most of the country is like that about Aden, consisting of a mountainous and rocky desert, with only a collection of black tents or thatched huts to break the monotony, and with trackless sands reaching off into the distance. And still Arabia has a coast line 1,000 miles longer than the distance between New York and San Francisco. It measures about 1,600 miles from north to south, and 1,200 miles from east to west. Almost the whole of the United States east of the Mississippi could be crowded inside its borders, and a considerable part of it is still unexplored by white men. It is a mountainous country. It has peaks twice as high as Mount Washington, and the tableland of Nijd is on the average more than a half



Anniversary Underwear

Ladies' Hemstitched Drawers, of good quality cotton; 55c value, for 25c.

Ladies' Trimmed Gowns and Long Skirts; a 75c value, for 55c each.

Ladies' Gowns, of long cloth, made very neat and plain, but pretty worth 85c, for 75c.

Ladies' Gowns, with several rows of trimming in yoke and neck, and sleeves trimmed with edge; a \$1.25 value, for \$1.00.

Ladies' Very Wide Skirts, with lace or embroidered trimmed flounce; worth \$1.35, for \$1.00.

Ladies' Very Full Skirts, with four rows of lace inserting and one edge; special for \$1.25.

Children's Plain or Ruffle Drawers, in small sizes, 12½c.

Misses' Drawers, of cambric, lace or embroidery trimmed, for 25c.

Children's Small Size Cambric Waist, a special at 12½c.

Children's Gowns, sizes 2 to 7, for 50c.

Children's Plain Waists of good, heavy jeans, for 15c.

Ladies' Gown extra wide and full, a Monday special at 50c.

Knit Underwear

Ladies' 25c Vests, for 15c.

Ladies' Bleached Vests and Pants, for 25c.

Misses' Vests and Pants; worth 25c, for 15c.

Ladies' Vests and Pants; worth 50c, for 30c.

LADIES' KNIT SKIRTS—

Those that sold for 25c, at 15c.

Regular 75c Skirts, for 50c.

A Skirt worth \$1.50, for 90c.

Ladies' Mercerized Waists; worth 75c, for 50c.

Ladies' Mercerized Skirts; worth 75c, for 50c.

Apron Gingham, in all size checks; that sells for \$1.35 yard, for 50c.

Dress Gingham

Good patterns, 12½c value

63c
4d

OUR

This sale demonstrates its own worth to you. There is no need for argument. Every item is a bargain in itself. Quality counts—see for yourself.

White Goods

A few items just to indicate what you may expect.

White India Linen; regular price \$1.35, for the anniversary sale, 50c.

White Mercerized Madras that sold at 17c, 15c and 25c, now 12½c.

Fine Quality India Linen, 32 inches wide; worth 18c, for 12½c.

Imported Dimities and Swiss; that are worth 25c the yard, for 17c.

Flannel Specials

27-inch White Wool Flannel; worth 35c to 39c, for 25c.

Embroidered Flannel, 36 inches wide, 5 good patterns; a 50c value, for 50c.

Two Lace Items

5c Torchon Lace, at 3½c.

8c and 10c Torchons, at 5c.

19c Oriental Lace, 5 inches wide, Monday at 12½c.

Remnants

Of Percales, Madras, Gingham and Outing Cloth reduced from the original price.

25%

Bedding Bargains

10-4 White Wool; \$4.00 value, \$2.95.

10-4 White Wool; worth \$5.00, for \$3.50.

11-4 White Wool, weighs 5 lbs.; a \$6.00 value, \$4.00.

11-4 White Wool; a \$7.50 blanket, for \$5.00.

9-4 Unbleached Sheet; worth 32½c, for 25c.

7-4 Bleached Sheet; a 27½c goods, for 25c.

Embroidery Sale

Cambrics, in wide and medium widths, edging and insertions; 8c and 10c value, for 5c.

Baby Sets, as well as Nainsook, edges and insertions; worth 19c, for 12½c.

Corset Cover Widths, a large line in edgings and insertions; a 30c value, for 25c.

English Long Cloth, 12 yards to the piece; a \$1.50 value, for \$1.10.

A \$1.65 value, for \$1.20.

FIFTH

Ready-to-Wear Garments

Raincoats That sold for \$10.00, now \$7.50.

Children's Coats

\$4.00 values, for ...\$2.50.

\$5.00 values, for ...\$3.50.

Ladies' Coats

Worth \$10.00, for ...\$ 5.00.

Worth \$12.50, for ...\$ 7.50.

Worth \$15 and \$18, for \$10.00.

Ladies' Suits

\$19.00 Suits, for ...\$12.00.

\$15.00 Suits, for ...\$10.00.

\$25.00 Suits, for ...\$16.00.

Walking Skirts

A \$4.00 Skirt, for ...\$2.50.

A \$5.00 Skirt, for ...\$3.50.

A \$5.50 Skirt, for ...\$4.00.

A White Linen Special

Full 36 inches wide; a 25c value, for 19c.

11-4 White Blankets

Only one pair to any buyer; a \$2.50 value, for \$1.30.

Wash Goods

12½c Flannellette, for 8½c.

10c Kimona Cloth, for 12½c.

12½c Outing Cloth, for 8½c.

15c Henley Serges, for 10c.

19c Wicklow Suiting, for 12½c.

12½c Dress Plaids, for 10c.

4-4 Androscoggin Bleached Cotton

5 yards to a buyer,

12½c value,

83c

Faulkner & Warriner Co.
FIRST-AND-BROAD STS.

mile above the sea. South of Mecca there are mountains over 8,000 feet high, and the hills here at Aden are about as high as the average elevation of the Blue Ridge in Virginia.

Yemen, northeast of Aden, running along the Red Sea, has a fairly good rainfall and climate. The same is true of Oman and Muskat. The Valley of Mesopotamia is watered by the Euphrates, and is as fertile as Egypt; but the greater part of the peninsula is as barren as the Sahara.

The Land of Mocha Coffee.

The very best of our Mocha coffee is shipped from Aden to the United States. It comes here on camels from the province of Yemen. It is raised there by the natives, each family having a few bushes about its house, and producing only enough for home use and a little for trading. There are no big plantations and no coffee factories. The berries are gathered when ripe and dried in the sun. After this they are put up in bales and carried on camels back over the hills to this place. They are hulled between millstones, turned by hand, and are then winnowed and sorted for shipment. The labor work is done by the women, who look over each grain carefully and take out the bad ones. Labor is cheap, but the coffee has to go through many hands. It pays toll to the chiefs of the tribes who own the country through which it is carried, and as a result it must be sold at high prices. For this reason we have imitations of Mocha coffee from all parts of the world. During my stay on the plantations of Brazil I have seen them label bags as Mocha; and Guatemala and other coffee lands are doing the same. Just now they are bringing coffees from Ceylon and Java to Aden and transshipping them here. They lie in the warehouses for a few weeks, and then go forth remarked, and perhaps rebagged, as Arabian Mocha.

The English at Aden.

This port of Aden has belonged to John Bull for something like sixty-eight years. He took possession of it in 1839, and later on gobbled up the island of Perim, in the Strait of Bab-el-Mandeb. That island is about 100 miles from here, and the two places practically control the entrance to the Red Sea and the Suez Canal. As for Aden, it is the Gibraltar of this part of the world, and the British coaling stations. Something like 3,000 steamers and native craft call at it every year. The harbor is excellent, and the outer entrance is more than three miles wide. The inner waters have been so dredged that steamers of twenty-six feet can go everywhere, and there is room enough for all the vessels that pass through the canal to anchor here at one time. Aden is strongly fortified. The town stands on a volcanic isthmus, and it is guarded by a broad ditch, which has been cut out of the solid rock. It has a garrison of 4,000 or 4,500 men, guns of the latest pattern, and no one knows how many subterranean and submarine mines.

A Desert City.

I wish I could show you the town as it lies before me. It is the sorriest city I have ever seen. There is nothing to compare with it, except Iquiqui, on the nitrate coast of South America, and Iquiqui is a Paradise to it. Imagine a great harbor of sea green water, the shores of which rise almost abruptly into rugged mountains of brown rock and white sand. There is not a blade of grass to be seen, there are no trees, and even the cactus and agave

brush of our American desert are absent. The town is without vegetation. It is as bare as the bones of the dead animals in the desert behind it, and its tropical sun beats down out of a cloudless sky. Everything is grey and dazzling white. The houses on the sides of the hills are white, the rocks throw back the rays of the sun, and the huts upon their sides are of the same grey color as themselves.

The city looks thirsty and dry. It is dry. There is only a well or so in the place, and these, I am told, the English bought of their owners for something like \$1,000,000. Almost all of the water used is condensed from the sea, and fresh water always brings its price. There are no streams anywhere within miles. The town is situated in the crater of an extinct volcano, and there is one great depression nearby in which some famous stone tanks were made a thousand or so years ago. These tanks are so big that if they were cleaned out they might hold 30,000,000 gallons of water. As it is, they have now a capacity of only 8,000,000 gallons. The water is caught when it rains, and is sometimes auctioned out to the highest bidder. The receipts go to the English government, and a good rain may bring in fifteen or twenty thousand dollars or more.

The People of Aden.

This is my second visit to Aden. My first was sixteen years ago, when I stopped here on my way around the world. I do not see that the town has changed and I don't at all whether it has any more people than it had then. The population is about 40,000, and it is made up of all the nations and tribes common to the Indian Ocean. It contains

Arabs, Africans, Jews, Portuguese and East Indians. There are about 4,000 Europeans, and in this number are the merchants, officials and soldiers. The majority of the people are Arabs and the prevailing color is black. There are tall, lean, skiny black Bedouins from interior Arabia, who believe in Mahomet, and go through their prayers five times a day. They are black Mohammedans from Somaliland and black Christians from Abyssinia. In addition there are Parsees, Hindus and Indian Mohammedans of various shades of yellow and brown. A few of the Africans are woolly-headed, but most of them have wavy hair and the hair of the women hang down in cork-screw curls on both sides of their faces. Of these people neither sex wears much clothing. The men have a rag around the waist and the women wear only skirts which reach to the feet.

The East Indians are everywhere. They do the most of the retail business and trading and they are found everywhere on every street corner. They dress according to their caste and religion. The Parsees who are fire-worshippers, wear black preacher-like coats and tall hats of the style of an inverted washtub, and they are found everywhere. The Indian Mohammedans wear turbans and are everywhere. They wrap themselves up in great sheets of white cotton. In addition there are many Greeks and Italians, and not a few Persians. The English dress in white and wear big helmets to keep off the sun.

Camels and Caravans.

This is the land of the camel. Caravans are coming in and going out of the city every day. They bring bags of Mocha coffee and gums and take out European goods and other supplies to the various cases. There is a considerable trade with Yemen and also with the tribes of southeastern Arabia. There are always camels lying in the market place, and one sees them lumbering and crying as they are loaded and unloaded. They are the most discontented beasts upon earth, and are as mean as they look. One bit at me this afternoon as I passed it, and I am told that they never become reconciled to their masters. Nevertheless, they are the freight animals of this part of the world, and the desert could not get along without them. They furnish the greater part of the milk for the vast Arab population, and the people make their tents of camel's hair, and on they are, in fact, the cows of the desert. They are of many different breeds, and they vary as much in character as horses. There are some breeds that correspond to the percheron, and the best among them can carry half a ton at a load. There are others that are good for riding and passenger travel. The ordinary freight camel makes only about three miles an hour, and eighteen miles is a good day's work. The best racing camels will travel twenty hours at a stretch, and will cover 100 miles in a day. Seventy-five miles in ten hours is not an uncommon journey for an Arabian racer, and much better speed has been made. As to prices, an ordinary freight camel brings about \$30, but a good riding camel costs \$100 and upward.

How God Made the Camel.

Have you ever heard how the camel was created? Here in its origin, as told by the Arabs. They say that God first formed the horse by taking up a handful of the swift south wind and blowing upon it. The horse, however, was not satisfied with his making. He complained to God that his neck was too short for easy grazing and

that his hoofs were so hard that they sank in the sand. Moreover, he said there was no hump on his back to steady the saddle. Thereupon, to satisfy the horse, God created the camel, making him according to the equine's suggestions. And when the horse saw his ideal in flesh and blood he was frightened to death at its ugliness and galloped away. Since then there is no horse that is not scared when it first sees a camel.

This story makes me think of the Arab tradition as to how God made the water buffalo, which, as you know, is about the ugliest beast that ever wore horns, hair and skin. God's first creation was the beautiful cow. When He had finished it the devil happened that way, and as he saw it he laughed at the job and sneered out that he could make a better beast with his eyes shut. Thereupon the Lord gave him some material such as he had put into the cow and told him to go to work. The devil wrought all day and all night, and the result was the water buffalo.

The Arabian Horse.

I have made inquiries here and elsewhere as to the Arabian horse. He is a comparatively scarce animal and he does not run wild in the desert, as some people suppose.

Indeed, comparatively few of the Arabian tribes have horses, and the best are kept on the plateau of Najd, in the centre of the peninsula. They belong to the Anazah tribe, which is one of the oldest of all, and which claims to date back to the flood. It is a wealthy tribe, and it has been breeding horses for many generations. The best stock has pedigree going back to the time of Mahomet, and the very choicest come from five mares which were owned by the prophet and blessed by him. These horses seldom go out of Arabia. They are owned by the chiefs, and are not sold except in times of the direst necessity. Now and then a few get into Egypt and other parts of North Africa, and the Sultan of Turkey is able to buy some for his stables.

During my stay in Algeria I saw 150 stallions in the great army stables at Blidah. Perhaps one-third of them were Arabian, and they were kept to breed horses for the French army. The Khedive of Egypt has some Arabian thoroughbreds, and there are a few in Morocco and Abyssinia.

It is only occasionally that a pure-

bred Arabian goes to Europe or the United States. Two of the best stallions we ever imported were those which General Grant brought from Constantinople. This was, I think, during his tour around the world. While visiting Turkey he and the Sultan visited the royal stables together. As they looked over the horses the Sultan told Grant to pick out the one he liked best, and he designated a dapple grey called "The Leopard." "It is yours," said the Sultan, "and this also," pointing to a four-year-old colt called Linden Tree. In due time these two horses arrived in the United States and were put on General Ed. Beale's farm near Washington. They were used for breeding, and they produced altogether about fifty fine colts.

FRANK G. CARPENTER.

First Big Shipment Coming

The first shipment of this season of the famous
**F. A. Whitney
Baby Carriages**